

The Sun

TUESDAY, MARCH 13, 1888.

Advertisements for THE WEEKLY SUN, issued to-morrow morning, must be handed in this evening before six o'clock.

The Great Storm.

When the storm that arrested the business of the metropolis of the Western World yesterday was passing its forces for an advance from the slopes of the Rocky Mountains New Yorkers were enjoying the bluest of skies and the most inspiring of atmospheric conditions. Spring seemed almost at our door. The prophet who could have foreseen that within three days this great city would lie at the mercy of an unprecedented storm, with its traffic stopped, its communication with the outside world almost completely broken off, its avenues choked with snow that invaded the very houses, all its multitudinous activities arrested, and a tremendous blizzard sweeping its streets, would not have believed his own forecast. As a matter of fact nobody did foresee it, not even the official weather watchers. They knew a storm was coming, they could trace its slow march across the country, but they did not know that it would prove the most terrific and disastrous storm that ever visited New York.

It was a cyclone that seemed to gather energy as it approached the Atlantic coast. The reader who wishes to form some idea of the progress and development of this great storm should recall the fact that a cyclone, as meteorologists understand the word, is an area of low atmospheric pressure, generally several hundred, and sometimes a thousand miles or more in diameter, at the centre of which the air is rising, while from all around the heavier air is rushing in to supply the deficiency. If the earth stood still, the rushing air would move directly toward the centre of lowest pressure from all directions. But in consequence of the rotation of the earth all winds in the northern hemisphere are deflected toward the right, and the result is that the winds approaching the centre of a cyclone travel in long spirals, and the whole system of which the cyclonic depression is the centre revolves from right to left, as against the hands of a watch. The reader can satisfy himself that this must be the case by making a dot upon a sheet of paper and drawing a circle around it as a centre. Then from the inner edge of the circle draw lines, tipped with arrow heads, toward the centre, but turn each line a little to the right of a direct course to the centre. These lines represent the direction of the inflowing winds, and by continuing them all around the circle the revolution of the whole system will be very clearly depicted by the direction of the successive arrows.

The lower the pressure at the centre of a cyclone the steeper the atmospheric gradients surrounding it will be and the stronger the winds. It is a rule, with few exceptions, that a cyclone advances from west to east, generally travelling northeast, but sometimes southeast. In this country they are likely to follow the chain of the great lakes or the trend of the Atlantic coast. In the front of and near the line of the centre clouds form, and rain or snow falls. In the rear of the centre comes clearing weather. Sometimes two or more cyclones coincide and form one, like adjacent whirls in a pool of water, and, in fact, a cyclone may be likened to a vast atmospheric whirlpool acting upside down—that is to say, rising instead of sinking at the centre.

No much the reader should keep in mind in following the phenomena of yesterday's storm. In consequence of the interruption of telegraphic communication the exact history of the storm in its later stages cannot yet be written. The hiatus in the series of weather maps caused by the lack of a Sunday map also interrupts the story at a most interesting point. Still, the general features of the advance of this great cyclone can be traced. The first indications of its existence were seen on Friday morning in Colorado, where the nucleus of a cyclonic depression was formed. Afterward a depression was formed in Dakota. At the same time an anti-cyclonic, or high-pressure area, was developing in Montana, while the Atlantic seaboard was enjoying high pressure and fair weather.

Saturday morning the oncoming storm had advanced upward of a thousand miles eastward, and was central over Illinois and Indiana. It had developed into a long oval area lying nearly north and south, and perhaps a thousand miles long by two or three hundred wide. Rain was falling at several points within this area, but there was no indication of the enormous energy that the storm had in reserve, although it had treated Duluth to a small blizzard the night before. During Saturday the advance clouds of the cyclone crept over New York, and on Sunday there was a slight fall of rain. No summer sun-shower ever fell more gently than the first drops of the great storm. It was now advancing in a vast curtain of cloud and rain extending from the lakes to the Gulf. The concentrated fury of the blizzard was concealed behind the gentle rains and soft winds that formed, as it were, the skirmish line of the storm, and slowly moved over us all day Sunday.

And now suddenly the story begins to be fragmentary and disconnected: the returns are scattering and confused; the cyclone has commenced to hum. Wires begin to break, communications are interrupted, the night news from the South and from the West indicate storms everywhere. At midnight there seemed to be three storms all raging at once, one in the South, one over the lower lakes, and one in New York. Here the rain suddenly changed to

snow, the wind got around into the west and northwest and blew a gale, the snow became heavier, drifts began to form in the streets, and by daylight the city resembled a capital of the Arctic regions.

That is, in brief, the story of how the great storm descended upon New York. How it raged yesterday every inhabitant of the town knows, and none is likely to forget the scene as long as he lives. The Signal Service officer in this city could get no indications from the headquarters in Washington, and not a great many from other parts of the country, but he made his daily map, and it speaks eloquently of the power of the blizzard. It represents the condition of things at 7 o'clock in the morning, when the northwest wind, laden with snow, was driving with the force of a hurricane through the streets and blowing out to sea toward the cyclonic depression which lay off the coast. Stretching along the edge of the Atlantic from Jacksonville to Atlantic City the words "Storm centre! Wires down!" tell their own story, while running across the country from the Gulf of Mexico straight to the St. Lawrence River lie the great isobaric lines, which show that over that whole region the atmospheric pressure slopes steeply off toward the ocean, and the winds are sliding down the slope in one long gale. In the neighborhood of New York the crowding together of the isobars shows how dangerously steep the gradients are, and consequently how fierce the rush of the wind.

The fact that all day yesterday the wind was northwesterly indicates that the storm centre, the centre of lowest pressure, lay southeast from New York and over the ocean. The advance of the storm centre toward the northeast must have been slow, as shown by the persistence of the northwest winds. In fact there seems to have been a partial coincidence of two storm centres, which stretched the low pressure along the whole coast from New York to Florida. An area of high pressure over the lakes and another over Nova Scotia may have had some influence in retarding the advance of the storm.

Unless all signs fail, and nobody better understands the uncertainty of subliminal calculations than the meteorologist, the high pressure which lay over the lakes yesterday morning indicates that to-day we shall have clearing skies and cold weather, which will be just the things needed to inspire enthusiasm in the work of digging New York out of the snow.

More Criminal Negligence.—We should have had a series of serious accidents on the elevated railroads yesterday had the management not altogether abandoned the running of trains. When the air is obscured by snow or fog, there is no adequate precaution against one train running into another that is before it on the same track. We have pointed this out over and over again, and the managers of the elevated railroads are well aware of it, but they stubbornly refuse to do their duty to the public.

A few weeks ago we said without any reservation whatever that with the first severe fog the regular accident or accidents would inevitably occur. Yesterday morning, when the air was obscured by flying snow in the same degree that it is when there is a heavy fog, a shocking casualty occurred and threw the entire elevated system into demoralization and confusion. Never did the public need the services of the roads as it did yesterday morning, and never was failure more complete or intolerable.

We repeat now what we have often said before, that the management of the elevated roads is criminal in a degree that is unpardonable. It calls for the interference of the Grand Jury; and it will be a culpable failure of justice if nothing is done.

Never in the whole history of railroading was such a criminal disregard for human life shown as that which now prevails in the administration of our elevated railroads. Disaster follows disaster, warning accumulates upon warning, but we do not see that there is the slightest intention on the part of the elevated railroad companies to do a single thing to avert the supreme catastrophe which their negligence and inefficiency are constantly inviting. Do they think it good practice to let the public look up fifteen thousand people in the cars from two to seven hours, and to keep twenty thousand more in suspense in their stations? That is what they accomplished yesterday, and a grosser or more shameless disregard of the public convenience and welfare was never exhibited.

Slandering the Grand Army.—We find in the *Troy Times* the following speculation, which is rendered immediately interesting by the fact that Senator MANDERSON of Nebraska, and the rest of the Senatorial advocates of illimitable and indiscriminate pensions, refer to the Grand Army of the Republic as their authority, and seem to consider the pension grabbers of that honorable and respected organization as a body at best coordinate in legislation with the Federal Legislature itself.

"If the Grand Army of the Republic, which is composed of a vast number of pensioners, is charged by Democrats with becoming of their association that most of the Union soldiers during the war were Democrats?"

We have not at hand the statistics of the Grand Army of the Republic, but from inquiry from Democratic members thereof we think it would be safe to say that the whole pension strength of that association of veterans may possibly be about one-seventh of the number of enlisted men in the war. Since Mr. CLEVELAND performed the meanest, most clerical, and most nationally useful act of his Administration by vetoing the dependent Pension bill, a strenuous and continuous attempt has been made by Republican politicians of the baser sort to show that the Grand Army of the Republic is in favor of all sorts and all possibilities of pension-grabbing schemes. We have always believed that the G. A. R. has been misrepresented in this respect. It is not possible that men who fought so nobly should beg so ignominiously.

It seems proper to say, however, since Republican vote grabbers in Congress are trying to give the honorable recommendation of the Grand Army of the Republic to the jobs of pension sharks, that the majority of the surviving soldiers of the Federal armies of the civil war are not, as a matter of fact, members of the G. A. R.; that thousands of Democrats who do not and will not lend themselves to the projects of eminent Republican exploiters of the "soldier vote," are opposed to those jobs; that most of the distinguished leaders, and probably a majority of the private soldiers, of the civil war were

Democrats, and that, finally, the Republican members of the G. A. R. owe it to themselves to discourage the tendency of some of their own indiscreet associates to represent that organization as solid for the wild schemes of the pension grabbers.

The G. A. R. is an association, a beneficent and an honorable association, of old soldiers. It is to be an ally of the Republican surplus smasher, and an advocate of the paternal and socialistic form of government, the sooner Democrats get out of it the better, and the same is true of Republicans.

Our impression is, however, that MANDERSON and PLUM, and the rest of the Republican gang, are slandering the Grand Army of the Republic.

A Gate for Commerce Still Shut.—The English merchants who a year ago subscribed \$50,000, to build the pioneer steamer for the Upper Yangtze-Kiang indulged the fond hope that it would soon be followed by a fleet of vessels carrying British products to the thirty million residents of rich Szechuen. These anticipations have been suddenly blighted by the unexpected refusal of the Chinese Government to permit the opening of the upper river. The little flat-bottomed, full-power steamer, specially constructed to make headway in the rapids of the Upper Yangtze, has been stopped at Ichang, four hundred miles from Chungking, the great manufacturing centre of Szechuen, whither it was bound.

Great Britain desired over ten years ago to have Chungking declared a treaty port, but China demurred, and the Chefoo convention of 1876 declared that the great city should not be open to foreign trade until a steamboat had ascended the river to that point. The Chinese Government evidently believed that the rapids in the upper river were an effectual barrier to navigation, but the British agents who have been permitted to live at Chungking for several years, "to study the capabilities of the region for trade," reported that properly constructed steamers might ply regularly on the Upper Yangtze. Thus it happened that the pioneer steamer was started on its 1,400 mile journey up the river, only to run against a snag, in the shape of the Chinese foreign office, before it had a chance to break the rapids.

The reports that BAKER, HOWE, and LITTLE have written of the immense capacity for trade of fertile Szechuen and of its peaceful, industrious, and comparatively rich population, eager to buy European manufactures at a reasonable price, are enough to fire enterprising merchants with the determination not to rest until this splendid part of China is thrown open to the world. A city like Chungking, which annually sends \$40,000,000 worth of products to the other parts of the empire, is worth reaching. But China has as yet too few liberal-minded statesmen. Mr. HUGH CHANG, the Mandarin Tientsin, and he is not yet ready to permit the current of foreign trade to flow freely to the heart of her empire. It is a great gain for foreign merchants that Ichang, a thousand miles from the sea, is one of the free ports, and it will not be possible, in this era of mighty changes and progress in the Orient, much longer to deprive one of the fairest and richest portions of the empire of the benefits of Western commerce.

It was a public holiday that needed no legislative enactment.

It is avowed that the number of public places allotted to the State of Kansas in the various sections of the Federal Administration, five hundred are still held by Republicans while only one is held by a Democrat. If this be so, it is wrong.

An enemy's fleet bombarding the city would hardly have turned the thoughts of New Yorkers from their ordinary channels more completely than they were turned by yesterday's blizzard. Who could think of business with the snow crawling late in his windows and banking up his front door to the knees? For once New York lost its head.

The House Committee on the Library has been made happy during the week by discovering another battlefield of Revolutionary days not yet decorated with a monument, which lack it accordingly proposes to supply. In the year 1774 Col. Andrew Lewis, who commanded about 1,200 men of the Virginia troops in DUNMORE'S WAR, was attacked by Chief COMSTOCK of Pickaway Plains and LOGAN, the Mingo. After a sharp battle, the reds were driven off, with a loss of about 150, while the whites probably suffered still more severely, their killed alone numbering about seventy. This action occurred on the 10th of October at Point Pleasant, in what is now West Virginia. It will be seen that the combat must have rather a high rank among Indian fights for its sanguinary character. That it has not hitherto received the due proper share of notice is due to the fact that it occurred at a time when greater matters were at stake and a greater war impending. The Library Committee made rather a good week of it, bringing in no fewer than six bills for monuments and memorials. At this rate they will soon thoroughly canonize American history. Several of their recent measures, however, are revivals of old projects; but the Point Pleasant discovery seems to have been a veritable find.

Many of the telegraph lines are so badly broken and hopelessly entangled with other wires by storms like that of yesterday that telegraph companies find it cheaper to put up new lines than to attempt to mend the old ones. Several weeks must elapse before yesterday's widespread havoc among the wires can be fully repaired. The first effort will be directed to putting a few trunk lines in operation, and the lesser circuits must patiently wait their turn. There is a lively time ahead for linemen, and the harder the brave fellows work the sooner the business of the public will resume its wonted activity.

Where was WIGGINS?

Among the remarkable reasons advanced by the Chinese for opposing the introduction of steamboats on the Upper Yangtze-Kiang is the fact that a very fierce and strong species of monkeys live along the river where it breaks through the mountains, and that they would not fail to hurl large stones from the heights down upon the steamers, probably slinking them, while the authorities would be powerless to prevent the depredations of the miscreants. The great obstacle in the way is not monkeys, but about 20,000 junk men who think steamboats would take away their present means of livelihood.

Now we know how it is ourselves. It is no longer necessary to import blizzard yarns from the boundless West. We can spin them at home.

Extraordinary Contradiction of Laws.—In the Hobbs divorce case Mr. Justice Butt told the jury that "they might find that Mr. Coburn had committed adultery with Mrs. Hobbs, and at the same time find that she had not committed adultery with him." Mr. Justice Butt added that he was not there either to justify or condemn the law in that respect, but to administer it.

Suppressed at Last.—Brown's storm did at least one good thing. It knocked out the "eldest inhabitant" with all his reminiscences.

IOWA REPUBLICANS.

They will Present Senator Allison's Name at the Chicago Convention.—DES MOINES, March 12.—The State Convention of the Republican party of Iowa, which will meet on Wednesday next week, will select a delegation to represent the State in the National Convention. This delegation is to be sent to Chicago to present the name of Senator Allison for President, and to do all that can be done to secure his nomination. It is said that a proposition has been made to Senator Allison to name the delegates from Iowa to the Convention, but that he has declined to do so.

There is a precedent for this suggestion to the Iowa caucus. The Mayor is an interesting figure as he descends that stairway to receive his visitors in the evening. His hands are thrust negligently into the depths of his trousers pockets; his head droops a little, and his deep thought, and in greeting you he usually speaks in low, almost weary, tones, which are in sharp contrast to the husky staccato tones that come from him in the Mayor's office.

ARRESTED IN MEXICO.—A Marshal and his posse while hunting for Train Robbers are Locked Up.

EL PASO, Texas, March 12.—Señor Lauro Carrillo, acting Governor of the State of Chihuahua, Mexico, is here. Janco, the town where United States Marshal Mendez of Arizona was arrested by Mexican authorities, is in the State of Chihuahua and is now under Gov. Carrillo's jurisdiction. Gov. Carrillo is fully informed about the arrest. He said: "The United States officers were arrested because, without either authority under the treaty, or permission from the Mexican officials, they were found in Mexico, in arms, in the pursuit of a criminal robber. The arrest was made by Mexican customs officials. I was informed as promptly as a courier could carry the message from Janco to Chihuahua, a ride of a day or more. I at once telegraphed the facts to the city of Mexico and requested instructions. I was directed to order the United States officials' release, but not to return their arms to them. 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